



EV Car Sharing

Why should car sharing be part of Beneficial Electrification?

- 500,000+ households in Illinois have no access to vehicles, and another 300,000 large households with 1 vehicle
- Cost of even most affordable vehicles are prohibitive for low-income households
- Current land use patterns create a need for vehicle access without vehicle ownership
- People with the least vehicle access also currently have limited carshare access
- Environmental, safety, and infrastructure benefits of reducing vehicle ownership
- Carsharing provides an opportunity to try out an EV

Illinois has been on the forefront of low-emission carsharing



SHARED-USE
MOBILITY CENTER

We can learn from other cities

Los Angeles: recently expanded to 40 locations, more than half of memberships are low-income



Boston: 3 locations, \$5 per hour low-income rate, rental includes unlimited miles and free charging



Twin Cities: 150 free-floating EVs within a home area, coordinated with public charging network



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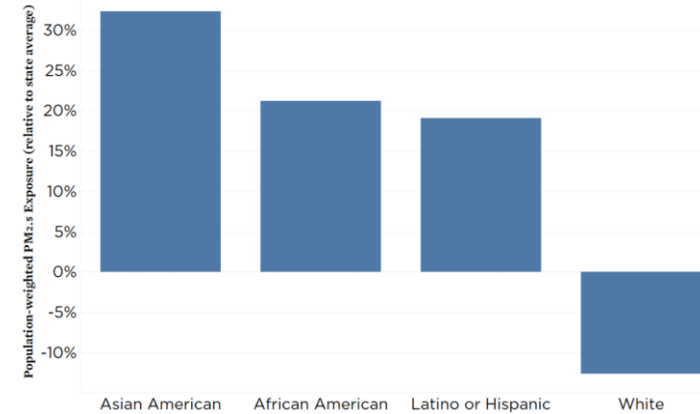
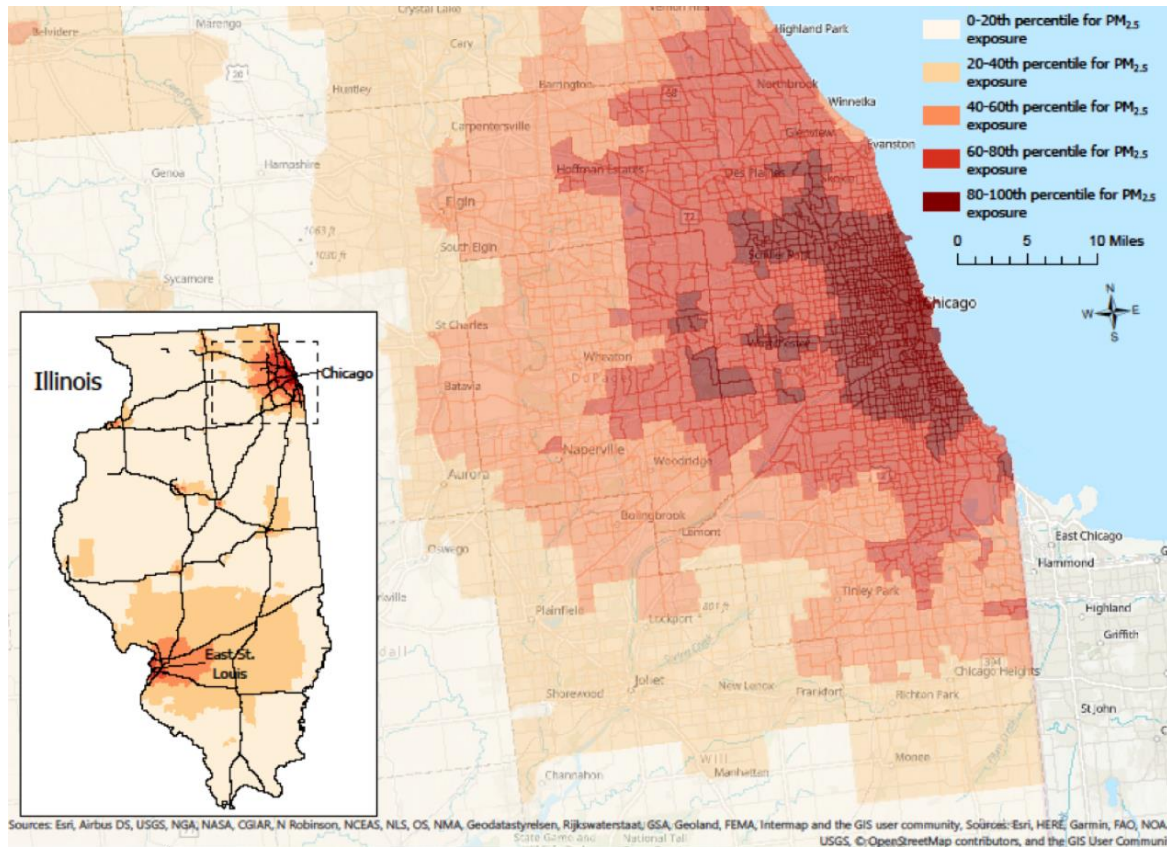


Low Income EV Rebate

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2/9/22

Average Annual PM2.5: On Road Vehicles

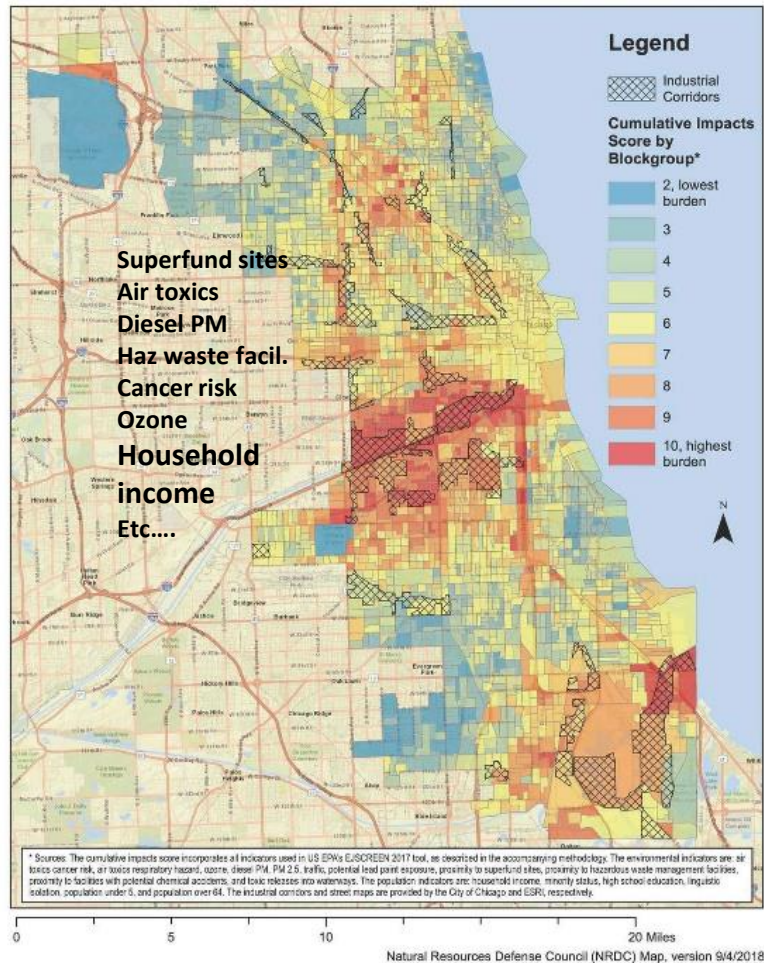


Asian Americans, African American, and Latino residents of Illinois are exposed to higher than average levels of particulate matter pollution from cars, trucks, and buses.

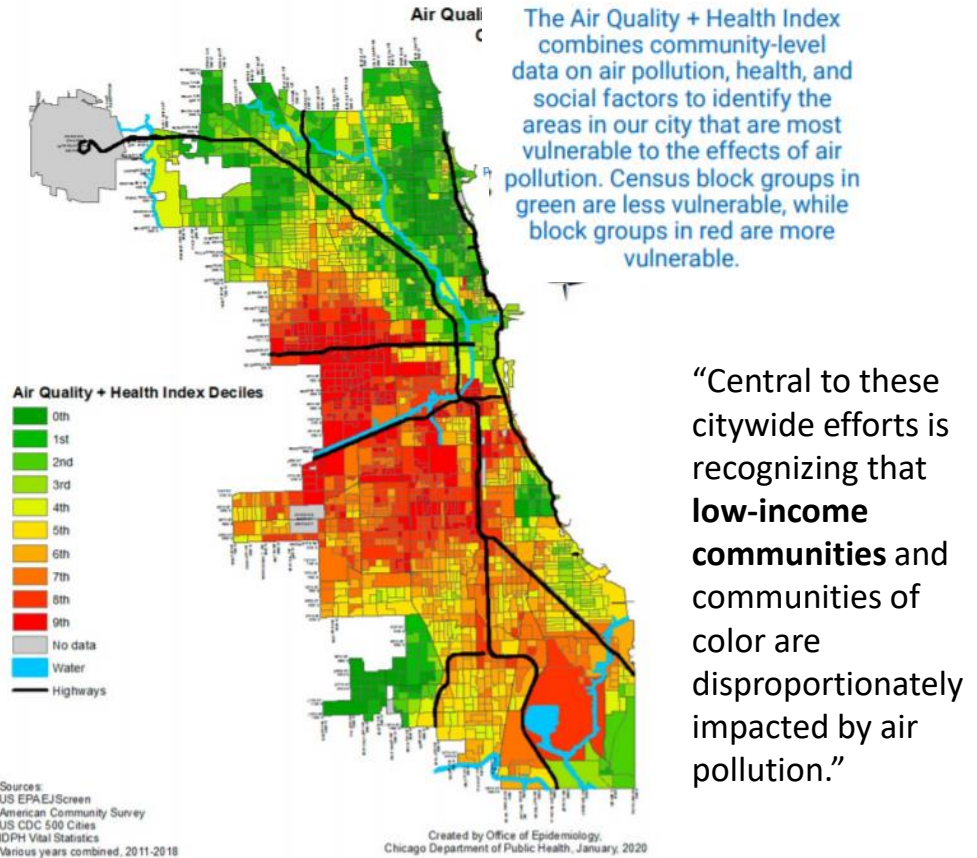
Credit: Union of Concerned Scientists

NRDC 2018

Cumulative Burden of Environmental Exposures & Population Vulnerability in Chicago



City of Chicago 2020

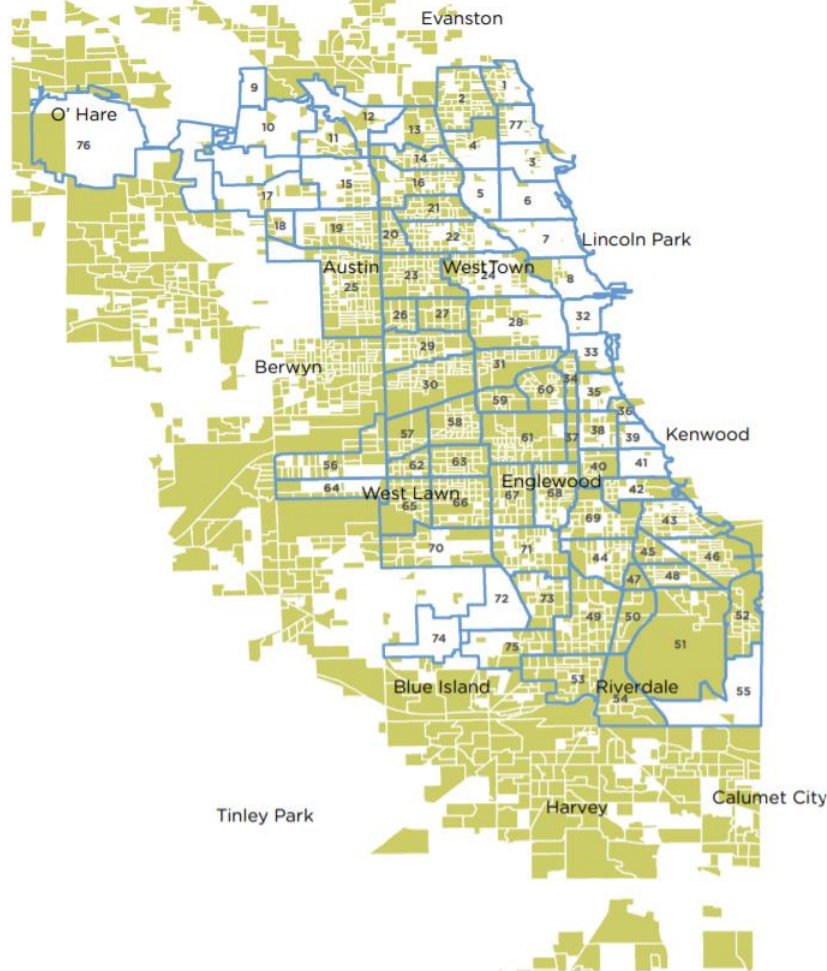


“Central to these citywide efforts is recognizing that **low-income communities** and communities of color are disproportionately impacted by air pollution.”

https://www.chicago.gov/content/dam/city/depts/cdph/statistics_and_reports/Air_Quality_Health_doc_FINALv4.pdf

Top 25th Percentile of ILSfA Scores

Contains 3,100,239 people, approx. 1,187,831 households



Why a 'low income' rebate?

- **ICC GOAL:** Financial and other challenges to electric vehicle usage in low-income communities, and strategies for overcoming those challenges, particularly in communities and for people for whom car ownership is not an option.
- Low income communities and people are disproportionately impacted by traffic/air pollution
- Unclear funding source for \$4000 state rebate
 - Governors proposed budget \$8.5m FY2023
- EVs found at disproportionate rate OUTSIDE historically disadvantaged areas
- Fits within strategy of zero emission electric transit fixed schedule buses, last mile transit access and car sharing
- Other states have successfully implemented targeted EV rebates by income limits

General Frame



- OREGON
 - EV <\$50,000 cost of vehicle
 - **\$2,500** standard state new EV rebate
 - ChargeAhead (for new + used EVs)
 - Rebate now **\$5000** (1/1/2022)
 - eligibility 400% federal poverty limits, scaled for household size.
 - Income must be documented for eligibility
 - Rebate recipients must register the vehicle in Oregon and retain registration for at least 24 months
- CALIFORNIA (CVRP)
 - \$45,000 (\$60,000 vans/trucks)
 - Standard rebate **\$2000** (\$150-300,000 income cap)
 - Income eligible (new EV)
 - **\$2,500** (2/2021)
 - Eligibility 400% federal poverty limits, scaled for household size
 - Income must be documented for eligibility
 - Rebate recipients must register the vehicle in California and retain registration for at least 30 months

Household Size	Maximum Household Income
1	\$51,520.00
2	\$69,680.00
3	\$87,840.00
4	\$106,000.00
5	\$124,160.00
6	\$142,320.00



California and Oregon
(4X Fed Poverty)

Cost of living LA vs Chicago? ...15-60% higher

Chicago



Household Size	Area Median Income Limits 2021 (Effective April 1, 2021)							
	30%	40%	50%	60%	80%	100%	120%	140%
1	\$19,600	\$26,120	\$32,600	\$39,180	\$52,200	\$65,300	\$78,360	\$91,420
2	\$22,400	\$29,840	\$37,300	\$44,760	\$59,650	\$74,600	\$89,520	\$104,440
3	\$25,200	\$33,560	\$41,950	\$50,340	\$67,100	\$83,900	\$100,680	\$117,460
4	\$27,950	\$37,280	\$46,600	\$55,920	\$74,550	\$93,200	\$111,840	\$130,480
5	\$30,200	\$40,280	\$50,350	\$60,420	\$80,550	\$100,700	\$120,840	\$140,980
6	\$32,450	\$43,280	\$54,100	\$64,920	\$86,500	\$108,200	\$129,840	\$151,480

Illinois Proposal

Low Income EV Rebate

- IL CEJA \$4000 EV rebate +
- \$4,000 low income EV rebate
 - Is stackable
- Income limited
 - Available to people making <80% AMI
- Available to those in affected areas
 - Environmental Justice
 - Equity Investment Eligible Communities.
- Vehicle price limit
 - <\$45,000 new
 - <\$35,000 used.



ComEd  @ComEd · Aug 27, 2018

We've partnered with @NissanUSA to increase clean transportation alternatives by offering our customers a \$3,000 rebate (off MSRP) on the purchase of a new 2018 **Nissan LEAF**! Find all the details here: ComEd.com/EV



E.g. of utility run EV rebate program in Illinois

Benefits

- Fits with investing at least 50% in equity investment eligible areas
- Scalability
- EV familiarity normalized = EV acceptance
- Expands purchase power of buyer segment most sensitive to vehicle price
- EV drivers save money; money can allow lower income drivers more economic opportunity, less maintenance and fuel cost, and more retained income.
- Community benefits from cleaner air, less climate damage, more disposable income in community.



Proximity Mapping

February 9th, 2022- ICC Beneficial
Electrification Workshop





Madison Lisle, Transit Justice Organizer
Warehouse Workers for Justice

Warehouse Workers for Justice

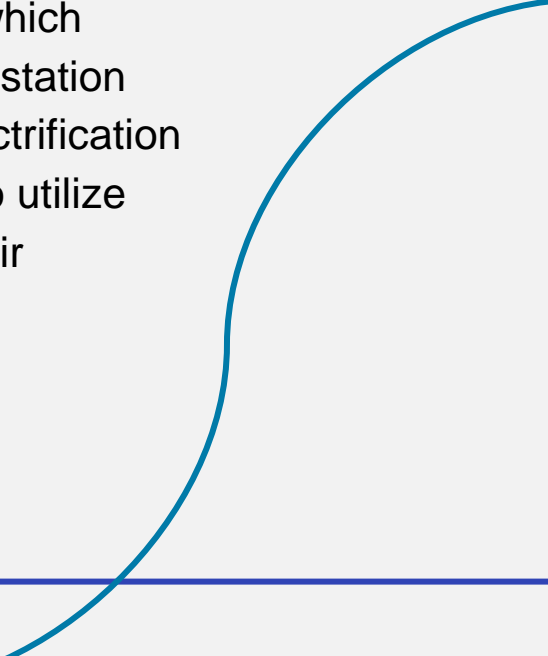


Founded in 2007, Warehouse Workers for Justice (WWJ) is a workers' center fighting for stable, safe, and family-sustaining jobs in Illinois' warehousing and distribution industries. WWJ's Environmental Justice department works primarily in Joliet and other working-class south suburbs to demand worker and environmental justice from the powerful warehouse industry for working families living in Will County just outside Centerpoint, the nation's largest inland port.

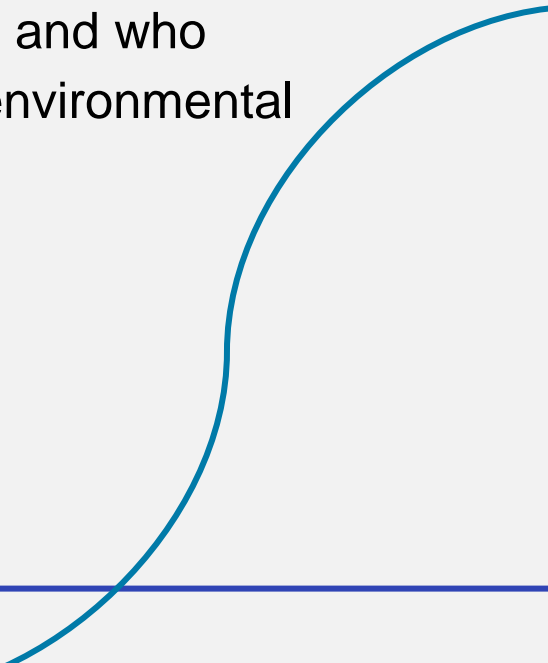
Project Description

Under the EV Act, 40% of make-ready investments must be located in or serving environmental justice, low-income, and eligible communities, as well as school bus and diesel public transportation vehicles located in or serving those communities. While the CEJA Equitable Eligible Communities map is a step in the right direction, additional granularity would be helpful.

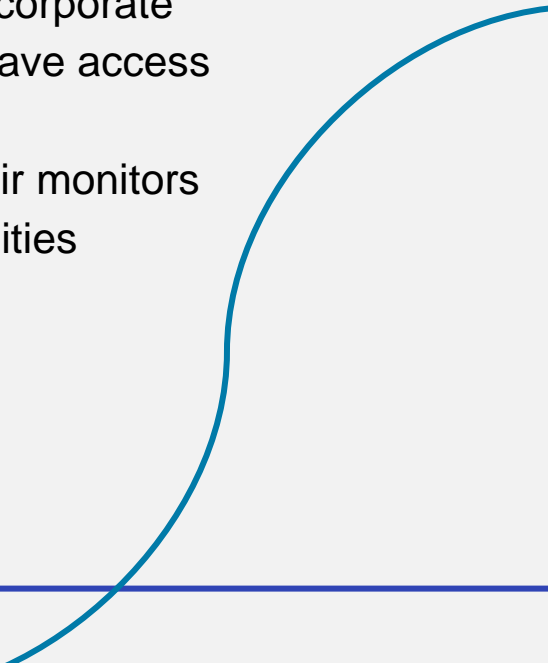
Monitoring data can show where pollution is most severe - and which communities should be put first on the list for things such as charging station deployment, financing solutions, EV vehicles, and other beneficial electrification solution. We need utilities to build partnerships with organizations who utilize proximity mapping and air quality monitoring to locate and plan for their electrification implementation plans.



Project Description

- Utilities should work with community-based groups and other stakeholders who have been engaging in this work.
 - Utilities should develop early on relationships particularly with groups that represent the workers and residents who are in and around ports, intermodal facilities, and warehouses, and who have done critical work to measure the health and environmental impact of MHD vehicles.
- 

Project Description

- Engaging community expertise from those disproportionately impacted by diesel trucks associated with Transportation, Distribution, and Logistics facilities, will help to identify which geographies should be prioritized first and as quickly as possible.
 - Use of maps or development of mapping tools should be done in conjunction with community-based and EJ organizations to incorporate EJ communities' priorities and to ensure those communities have access and training to use mapping and screening tools.
 - This should be coordinated with broader state investment in air monitors and other health assessment and research in the EJ communities described above to address the existing skewed health and environmental data.
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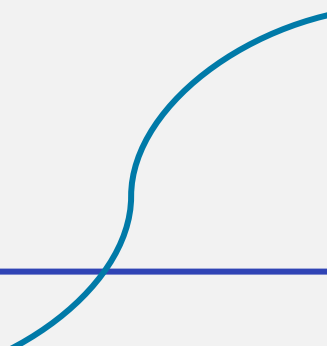
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Proximity mapping Background

Centerpoint Intermodal, Elwood, IL



December 2021 Consumer Reports investigation on Amazon [“Warehouses in their backyards’: when Amazon expands, these communities pay the price”](#)

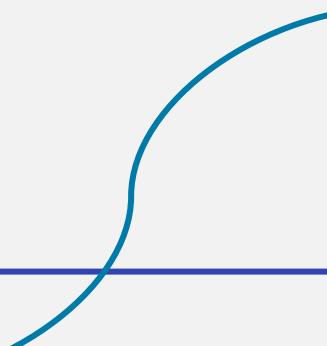
- Nationally, 69% of Amazon warehouses have more people of color living within a one mile radius than the median neighborhood in their metro areas. Some of these are communities where other industrial facilities already adversely affect residents through poor air quality, excessive noise and traffic.
 - The neighborhoods are poorer, too – 57% of Amazon warehouses are in communities with more low-income residents than typical for the metro area they’re in.
 - It’s just the opposite for Whole Foods and other Amazon retail stores. These tend to be located in a city’s wealthier, whiter neighborhoods, away from the communities where Amazon runs its warehouses.
 - Warehouse operators are not generally accountable for air pollution from the accompanying trucks and vans. Existing air quality monitoring networks are too spread out to pick up local emissions. Additionally, a majority of warehouses are left out of regulatory processes.
 - Community activists are asking local, state and federal officials to step in and regulate pollution from warehouse-related traffic and to consider an area’s existing environmental hazards before allowing new warehouses to open there.
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Community expertise

Environmental justice and community advocates engage in projects to identify disparate impacts of trucks as sources of air pollution through research and on the ground air monitoring studies. The utilities should harness those efforts in addition to existing tools to be able to prioritize limited investments. Utilities should build on existing outreach efforts to build new buyer-consumer relationships with small trucking fleets.

Will County as a strategic investment location

The existing data we have from Will County's health department on asthma diagnoses is limited because many Joliet residents who are undocumented or without a healthcare plan and experience asthma symptoms are not incorporated into those data sets. To support more accurate and granular mapmaking, we also need more local, comprehensive health data for our EJ communities to adequately address health disparities from air pollution.

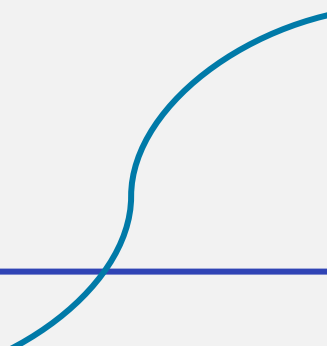


WWJ air monitoring

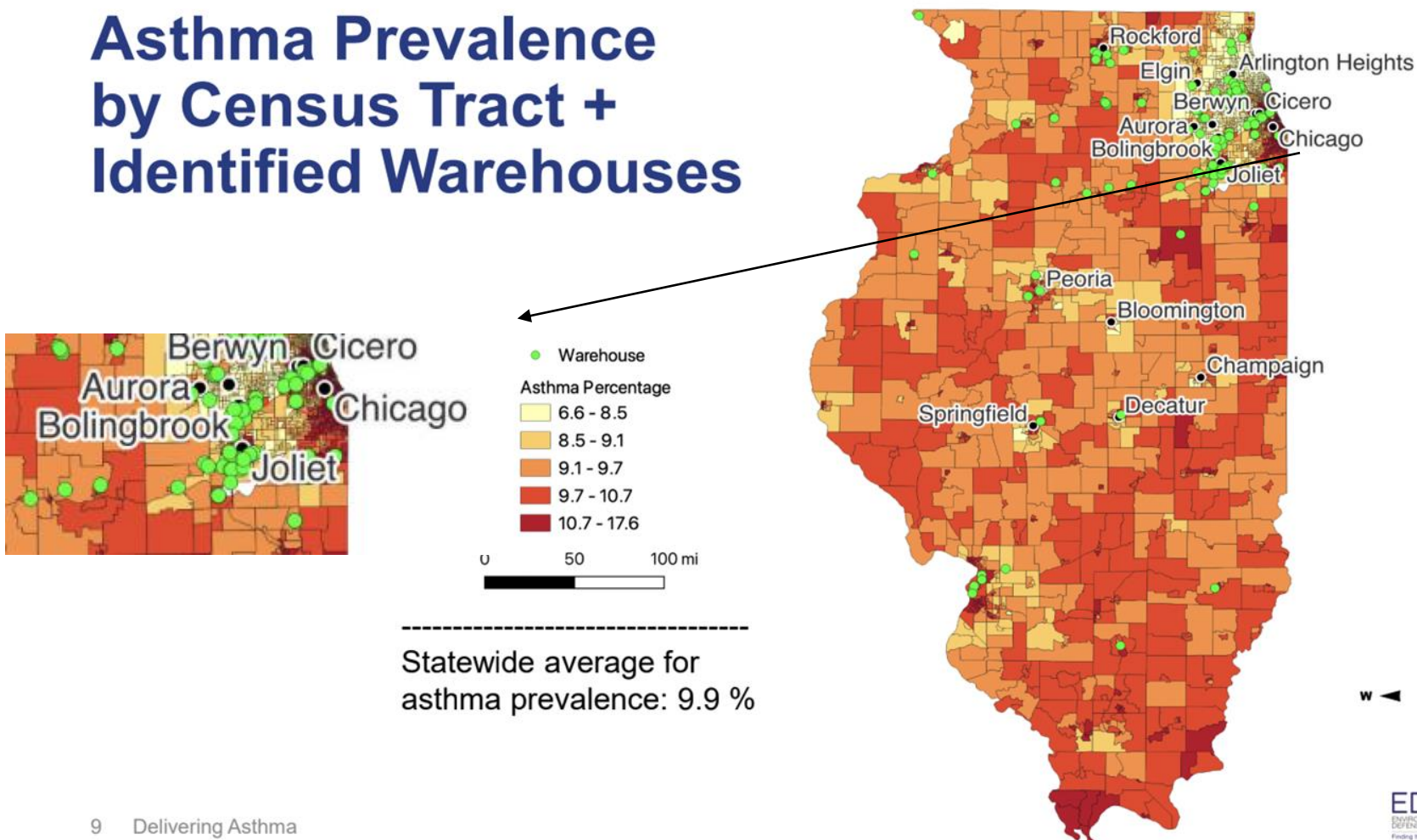


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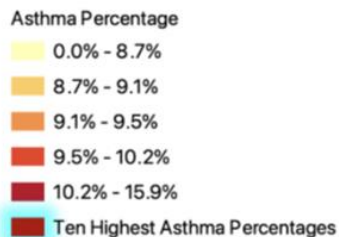
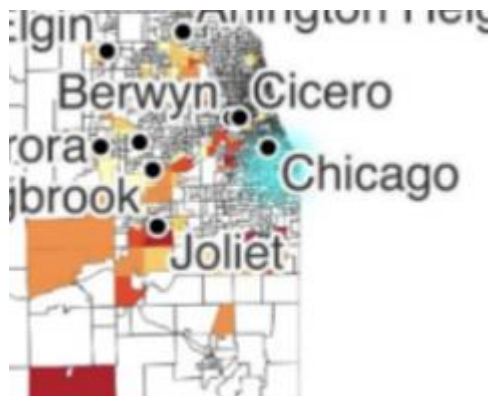
Using publicly available information, EDF mapped warehouses and distribution centers, which attract significant levels of diesel truck traffic. EDF layered demographic information and health data of communities within a half mile of the warehouses – including race, income, social vulnerability, and health indicators such as COPD, asthma, heart disease, and stroke. As a result, the tool can visualize the all too often disproportionate proximity of low-wealth communities and Black, Asian-American, Latino and Indigenous communities to areas where trucks gather and provide additional data support to an issue that many communities have been raising for decades.



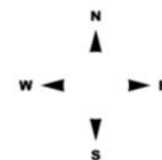
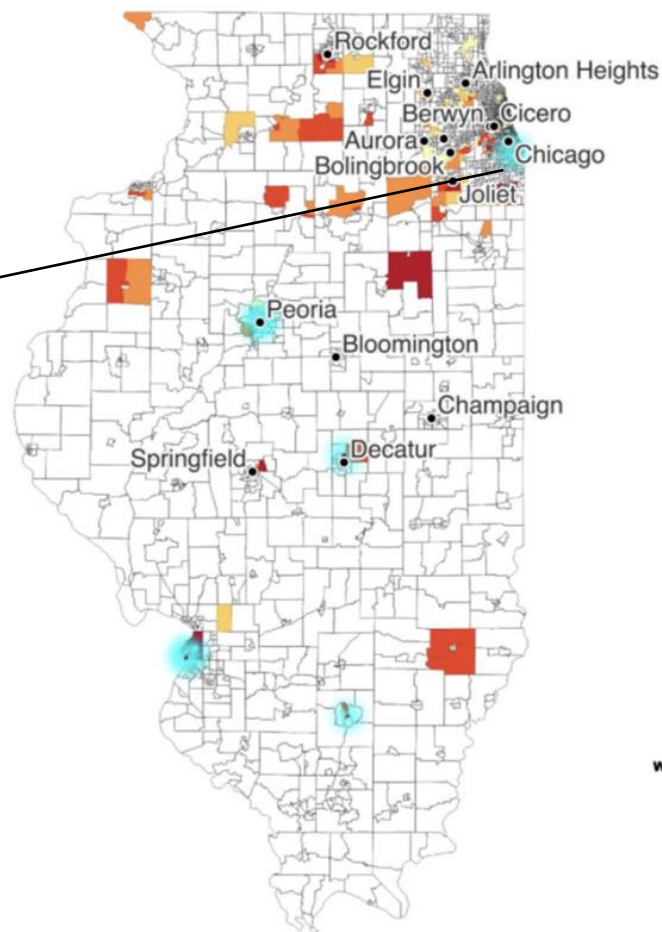
Asthma Prevalence by Census Tract + Identified Warehouses



Asthma Prevalence for Census Tracts Within 1/2 Mile of Warehouses Studied

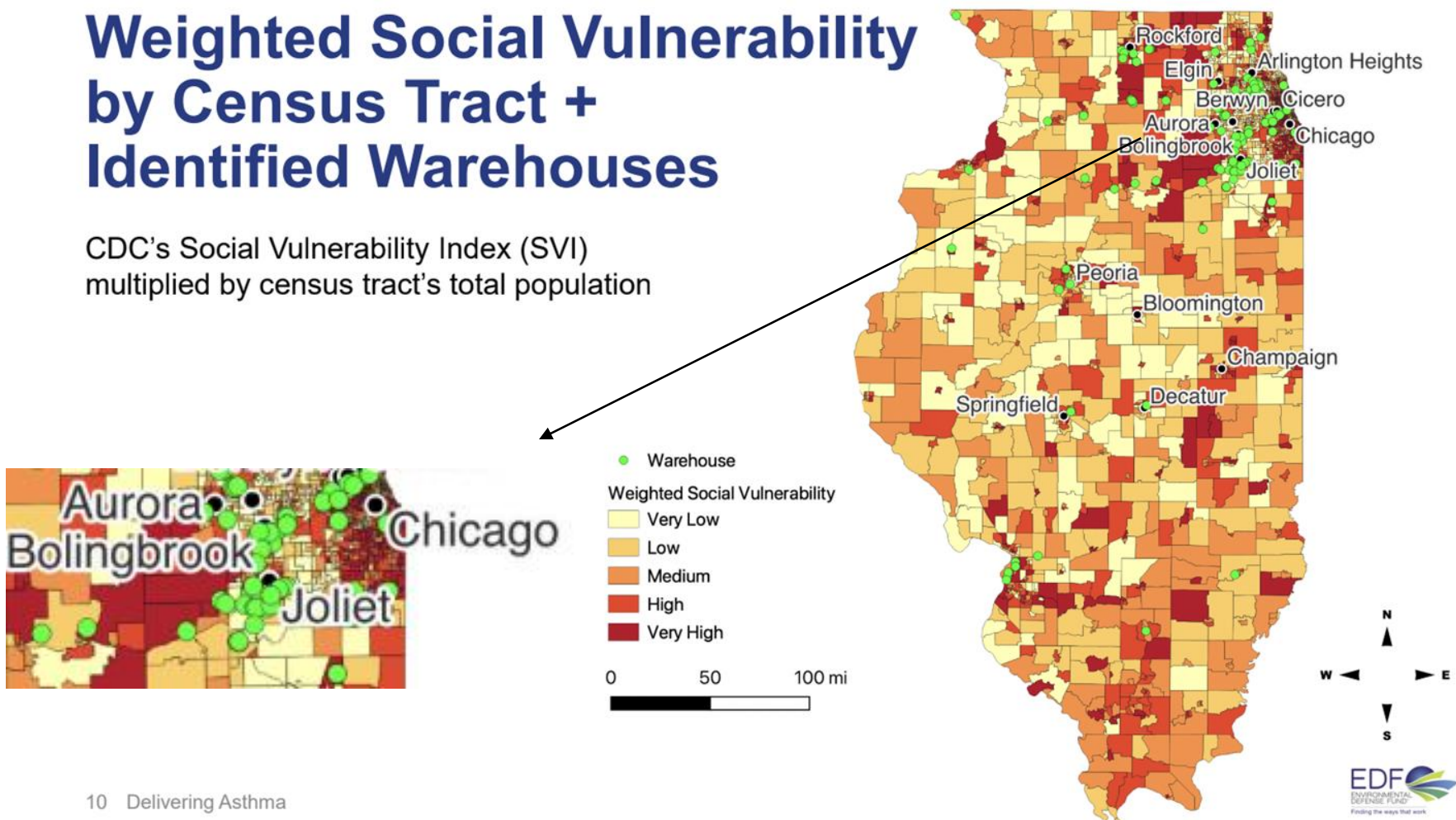


Statewide average for asthma prevalence: 9.9 %

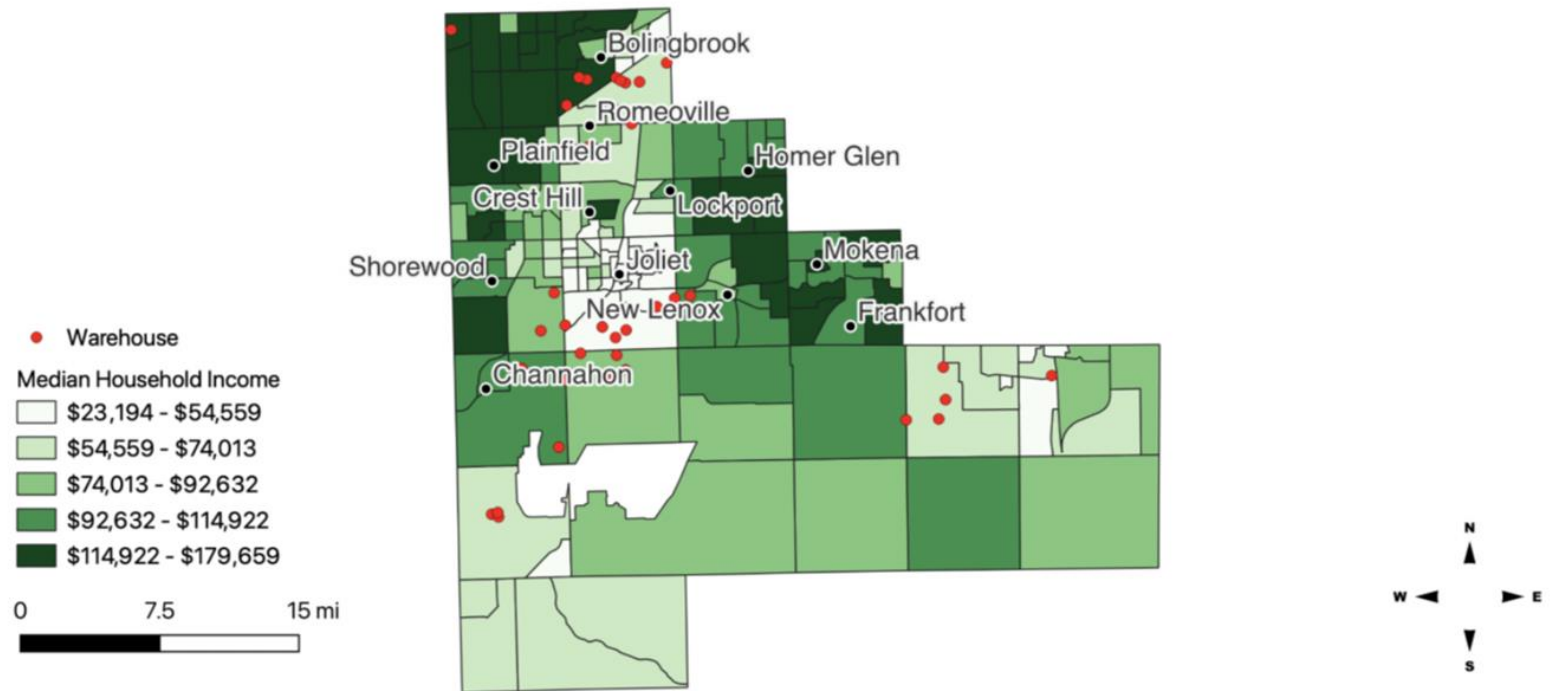


Weighted Social Vulnerability by Census Tract + Identified Warehouses

CDC's Social Vulnerability Index (SVI) multiplied by census tract's total population



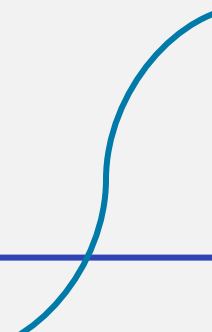
Will County: Median Household Income by Census Tract + Identified Warehouses





03

Program cost, benefits, & barriers



Cost

The costs to utilize these screening tools and analyze monitors would be recovered from all ratepayers.

Benefits

Use of these tools would ensure that communities that have been disproportionately exposed to pollution due to a variety of factors would be sufficiently prioritized by utility investments. EJ, eligible, and low-income communities that are intended to be prioritized in CEJA would be better assured that infrastructure deployment would occur equitably.

Mitigating Barriers

By coordinating with programs to provide information on vehicles and charging, this can help enhance familiarity with EV technologies in these communities, which could lead to increased interest and utilization of these vehicles.

Timing

This would have to be a first step, a prerequisite to deployment of charging stations. Thus, this effort would have to be done before or in conjunction with development of beneficial electrification plans.

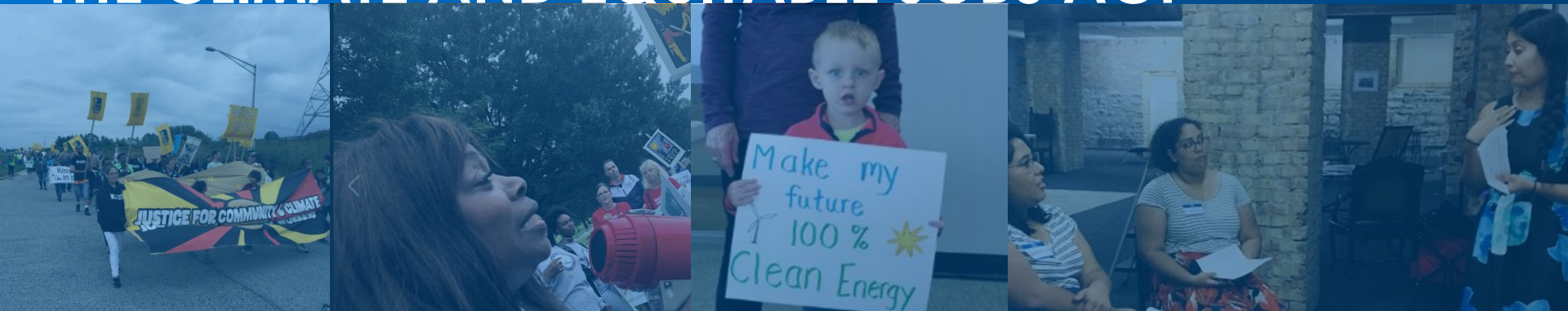


Thank you!

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THE CLIMATE AND EQUITABLE JOBS ACT



Illinois just passed the nation's most equitable and comprehensive climate action legislation. After three years of advocacy and decades of building power for people and the environment, Illinois finally put the needs of people and the planet over the demands of fossil fuel interests.



THE CLIMATE AND EQUITABLE JOBS ACT

Considering an Equitable
COMPREHENSIVE APPROACH



Electric
Transportation

What communities should benefit?



THE CLIMATE AND EQUITABLE JOBS ACT

DEFINING EQUITY ELIGIBLE COMMUNITIES

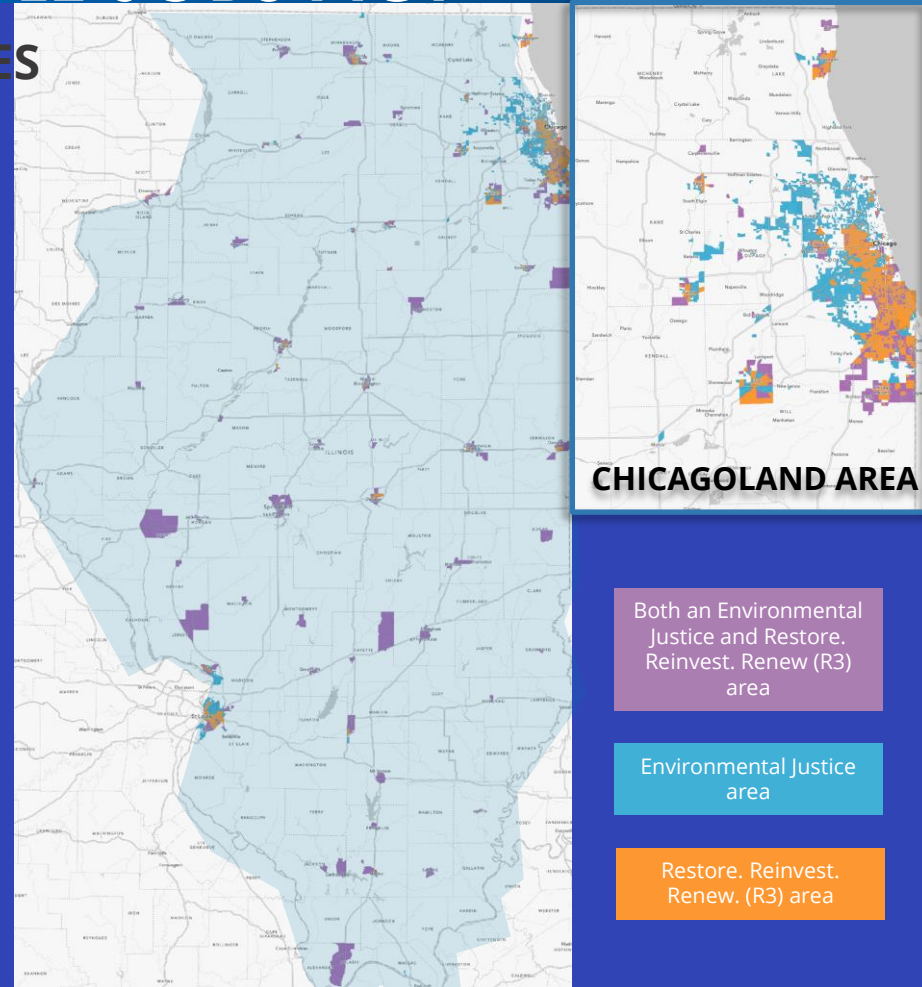
Throughout the new law, the Climate and Equitable Jobs Act Equity targets consideration and explicit benefits to newly-defined Equity Eligible Persons and Equity Eligible Communities which are, among other criteria, residents of Environmental Justice or R3 areas.

Environmental Justice Communities

Environmental Justice Communities are communities that have been identified through a calculation utilizing the U.S. EPA tool Ej Screen and a demonstrated higher risk of exposure to pollution based on environmental and socioeconomic factors.

Restore. Reinvest. Renew. (R3) Areas

R3 areas are communities that have been harmed by violence, excessive incarceration, and economic disinvestment, as originally defined for eligibility for R3 grants under Illinois' cannabis law.



The climate crisis and systemic racial injustice are inextricably intertwined. We must address both simultaneously, and the Climate and Equitable Jobs Act does exactly that.

Underinvested communities — often communities of color —are the first to suffer negative consequences of pollution but the last to reap the health and economic benefits of a clean energy future. As we move forward with our goal to replace 1 million gasoline/ diesel off the roads of Illinois we must be intentional with our placement of EV charging stations and who will benefit in the purchase of electric vehicles.

CEJA framework for targeting investments and benefits to these communities, by creating equity investment eligible communities, and equity investment eligible persons, which are, among other criteria, residents of **Environmental Justice** Communities created as part of the Solar for All Program or **Restore. Reinvest. Renew** areas established under the cannabis law.

THE CLIMATE AND EQUITABLE JOBS ACT

Questions about Policy?

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www.faithinplaceaction.org



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